

State Transportation Commission

May 26, 2005



Gloria J. Jeff, Director
Michigan Department of Transportation

Overview

- Detroit River International Crossing
- Context Sensitive Solutions Policy

Detroit River International Crossing



Detroit River International Crossing

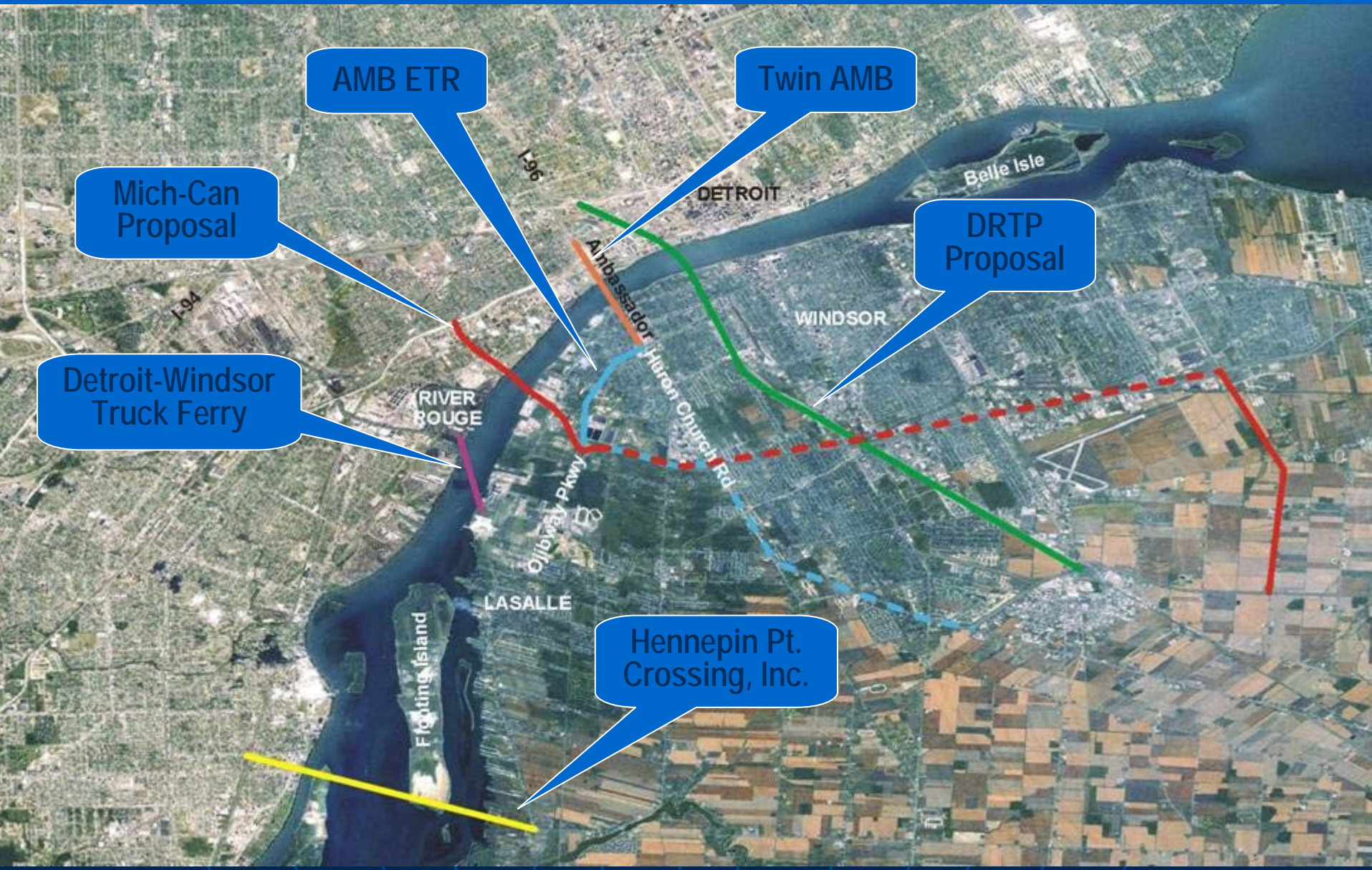
- History
- Current Status
- Planning and Approval Process
- Purpose and Need
- Alternatives Analysis

Border Transportation Partnership

- Federal Highway Administration
- Transport Canada
- Michigan Department of Transportation
- Ontario Ministry of Transportation



Proposals by Private Sector



Planning/Need and Feasibility Study

(“The Bi-National Study”)

- Mandate to develop a 30-year transportation strategy
 - Consistent with environmental assessment requirements:
 - Canadian Environmental Assessment Act
 - Ontario Environmental Assessment Act
 - U.S. National Environmental Policy Act
 - Multi-modal
- Completed January 2004

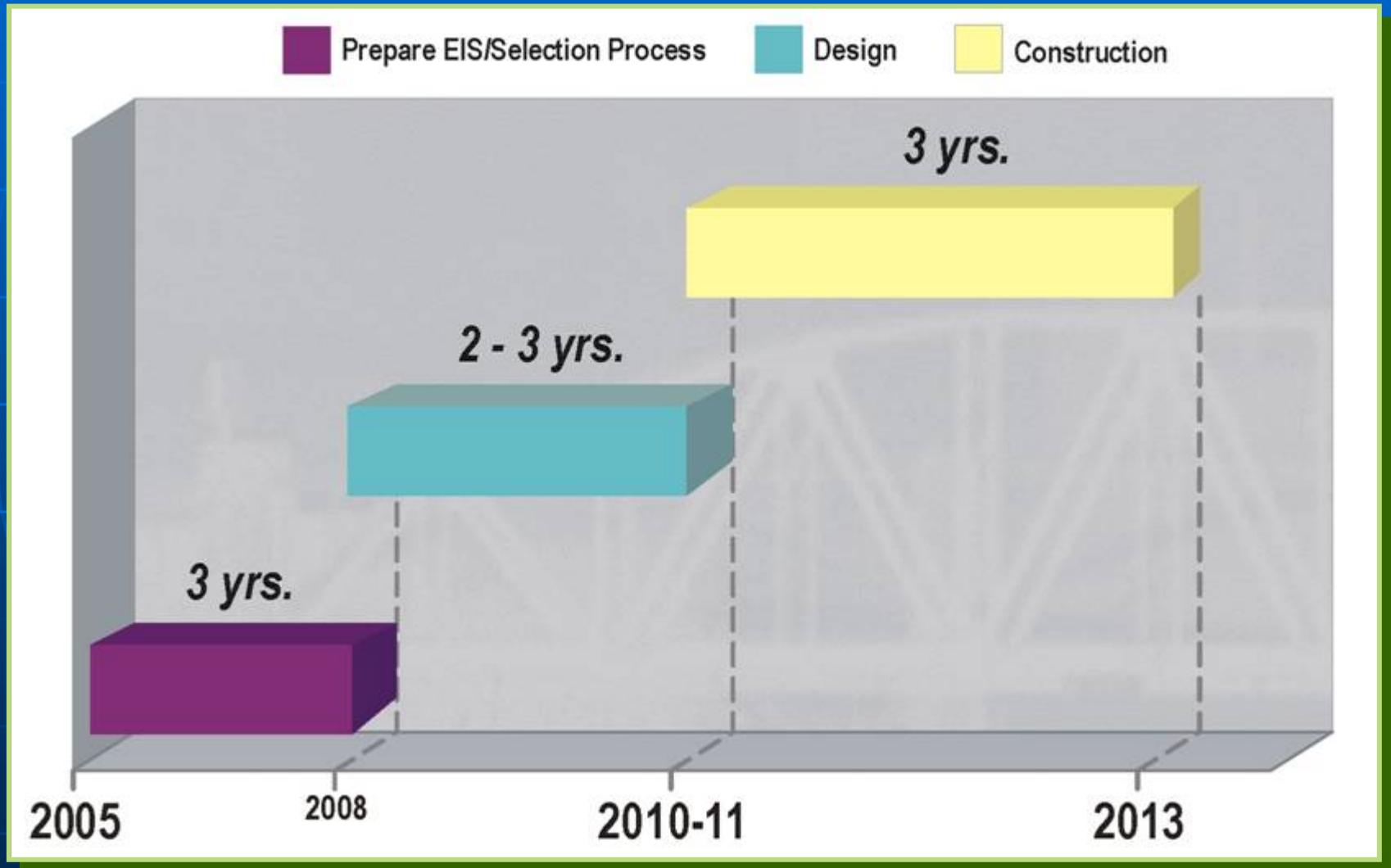
The DRIC EA Study Will:

- Coordinate the U.S. and Canadian work programs
- Investigate the engineering, social, economic, cultural and natural environment attributes of route and crossing alternatives
- Publicly present the assessment of direct and indirect impacts of the alternatives for public review
- Incorporate public and agency input in decision-making and development of mitigation

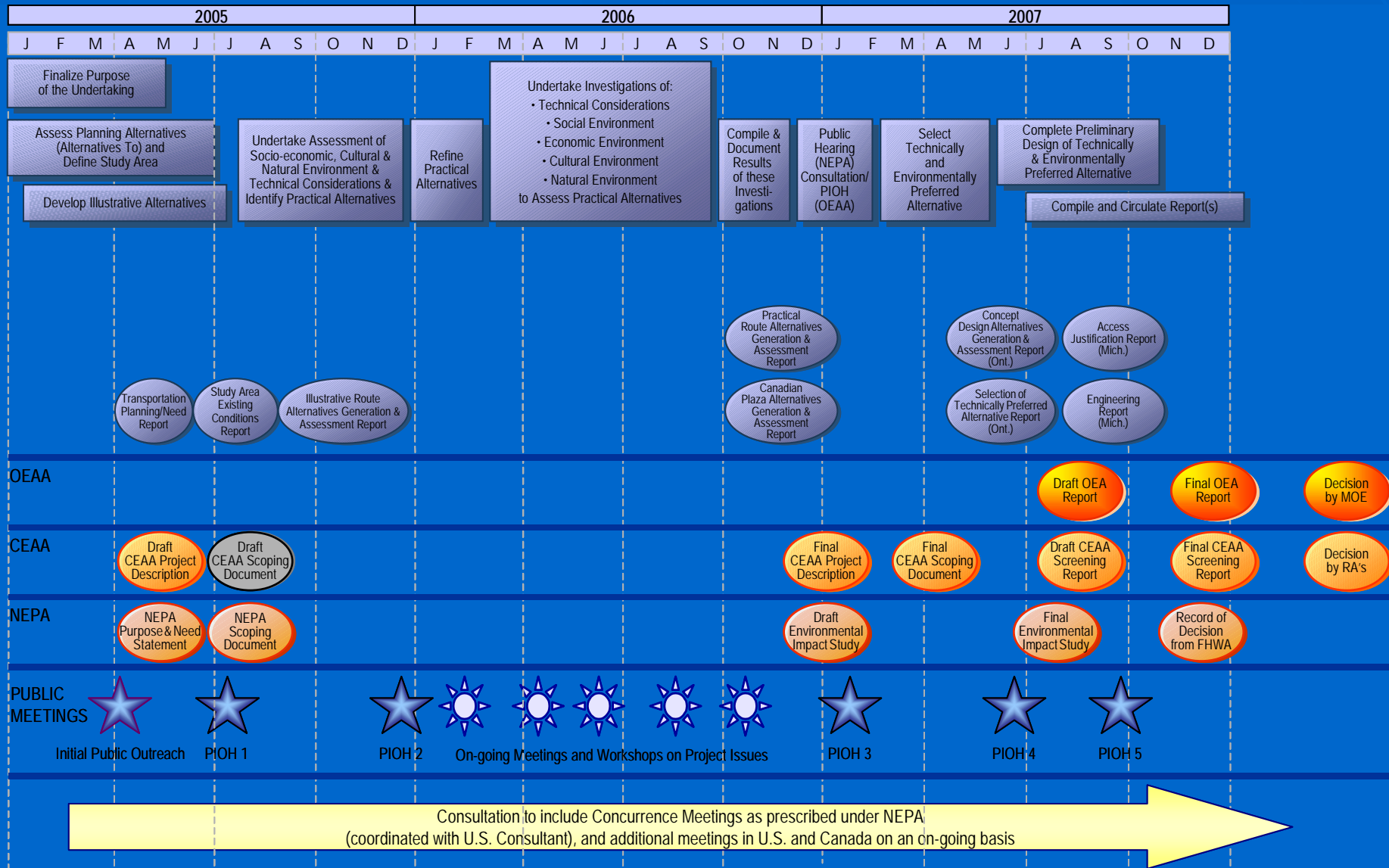
The Goal

- Approved location for a river crossing
- Approved connections to freeways in the U.S. and Canada
- Approved locations for plazas in the U.S. and Canada
- Comprehensive engineering report to support approvals of FEIS, which includes property acquisition, design and construction
- Submission for approval by December 2007 to FHWA

Overall Project Timeline @ 4/1/05



The Process



Public Involvement

- Local Advisory Council
- Public Agency Group
- Private Proponents Group
- Public Meetings
- Project Web Site Media Contact
- Toll Free Hotline

Preliminary Statement of Project Purpose

- Provide safe, efficient and secure movement of people and goods across the Canadian-U.S. border in the Detroit river area to support the economies of Michigan, Ontario, Canada and the U.S.
- Support the mobility needs of national and civil defense.

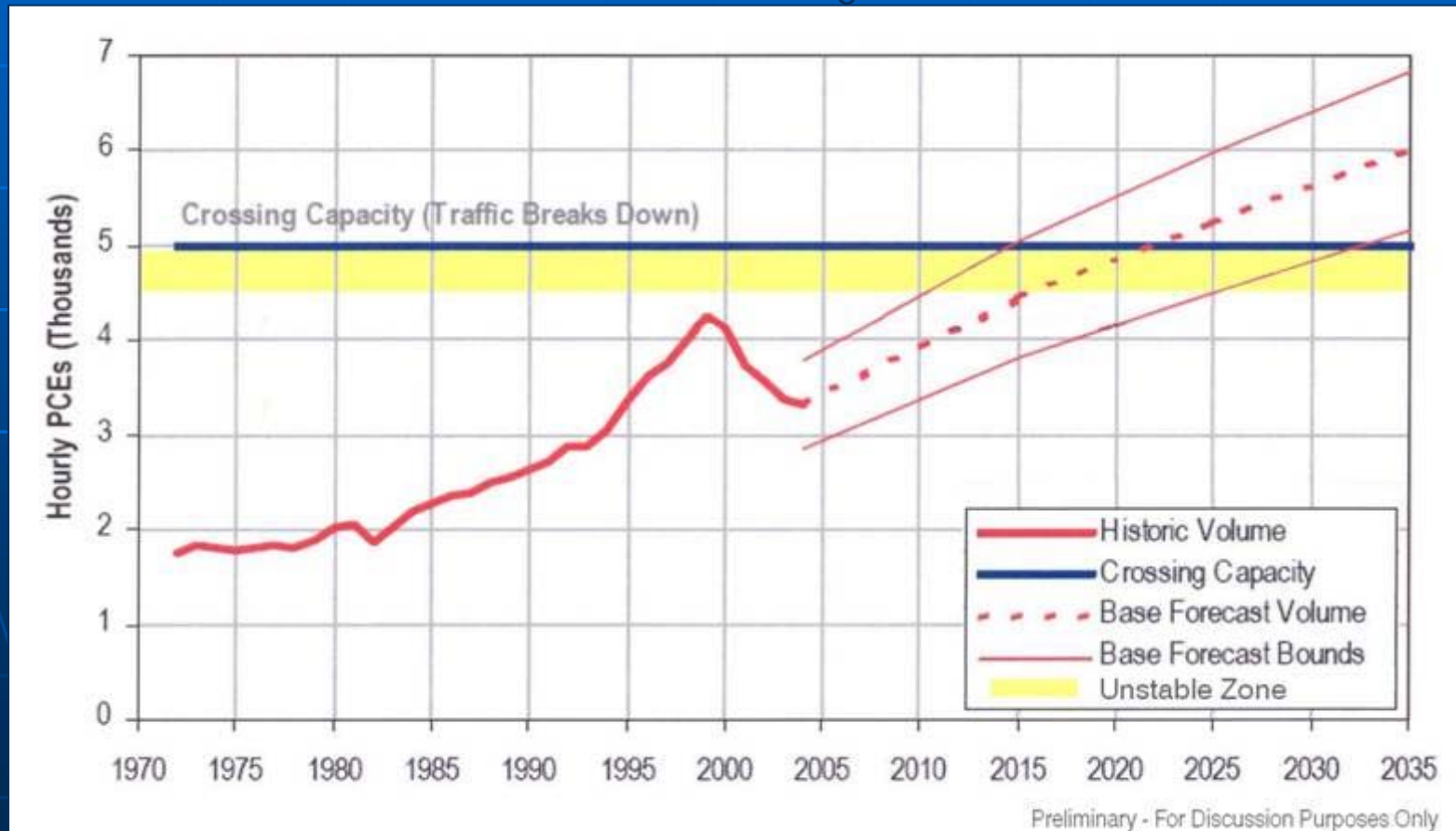
Preliminary Statement of Project Need

- Provide new border crossing capacity to meet increased long-term demand;
- Improve system connectivity to enhance the seamless flow of people and goods;
- Improve operations and processing capability; and,
- Provide reasonable and secure crossing options in the event of incidents, maintenance, congestion or other disruptions.

Base Forecast Year Detroit River Crossings

Capacity Reached

Detroit River Crossings PCEs*



Note: Peak hour is 4:00-5:00 p.m., peak direction is U.S. to Canada.

Note: Historic peak hour volume is estimated from historic annual data.

Future Capacity Needs

Crossing	Year Capacity Reached				
	US Road Access	Border Processin	Bridge / Tunnel	Border Processin	CAN Road Access
Ambassador Bridge	> 30 years	5 to 10 years	10 to 15 years	5 to 10 years	5 to 10 years
Detroit-Windsor Tunnel	0 to 5 years	5 to 10 years	> 30 years	5 to 10 years	5 to 10 years

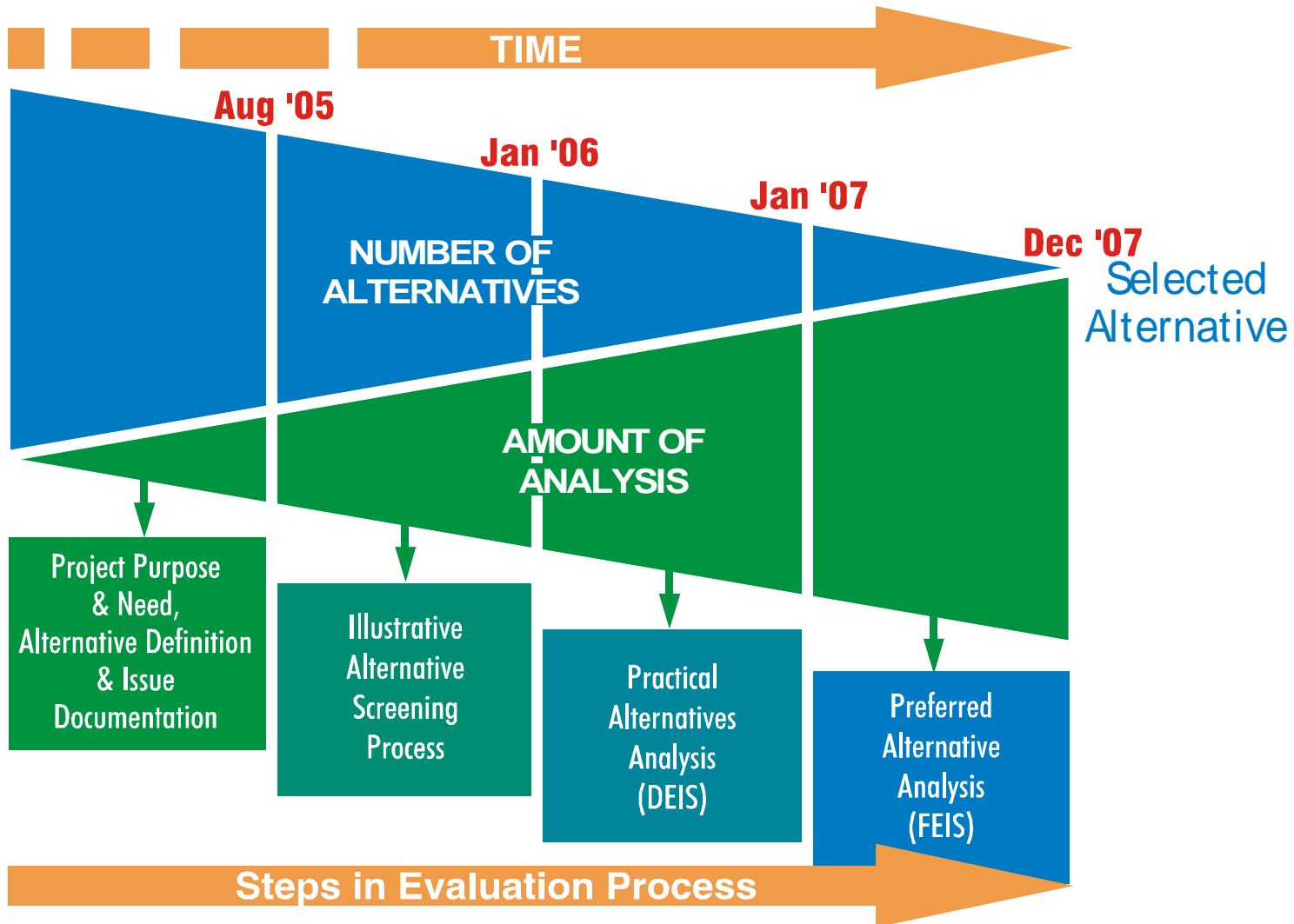
Preliminary For Discussion Purposes Only

Sensitivity Analysis

Scenario	Year Capacity Reached
Base Forecast	10 to 15 years
Sensitivity Tests	
High Trade Growth	Advance 3 years
Low Trade Growth	Defer 3 years
Diversion to Intermodal Rail	Defer 2 years
High Diversion to St. Clair River Crossing	Defer 6 years
High Passenger Car Demand	Advance 4 years
Low Passenger Car Demand	Defer 5 years
Extreme Low Scenario	Defer 13 years

Preliminary For Discussion Purposes Only

Evaluation Process



Context Sensitive Solutions Policy



Executive Directive

- MDOT shall:
 - Develop policies and procedures to expand the use of Context Sensitive Solutions (CSS)
 - Invite stakeholder participation
 - Address safety, mobility, liability, the environment, and other issues

Stakeholders Assisted in Policy Development

- Over 60 organizations involved
- Stakeholders came from:
 - The environmental community
 - planning associations
 - local governments
 - The transportation industry
 - other state agencies

Balanced Policy

- Policy promotes partnerships
- Recognizes community values and environmental stewardship
- Encourages integrated transportation solutions
- Promotes design flexibility while preserving safety and mobility

Policy Presented to Commission for Information at their March Meeting

- Only one revision to policy since the March presentation.
- Change provides for reporting to the Commission 6 months after policy adopted and annually thereafter.

Context Sensitive
Solutions Policy
Submitted for
Commission Approval



Questions?